

The Carson City Daily Appeal

PUBLISHED EVERY EVENING, EXCEPT SUNDAY, BY THE NEVADA PRINTING COMPANY

Entered as Matter of the Second Class at the Postoffice at Carson City, Nevada, under Act of Congress of March 3, 1879

T. D. VAN DEVORT - - - - - Editor and Manager

TERMS OF SUBSCRIPTION

One Year in Advance by Carrier - - - - - \$12.00
One Year in Advance by Mail - - - - - 9.00

Carson City Daily Appeal is the real live advertising medium of this section as evidenced by its carrying a larger amount of advertising than any paper in the city

MONDAY EVENING, OCTOBER 16, 1916

WOODROW WILSON,
President of the
United States,
voted for wom-
an suffrage in
New Jersey in
1915

CHARLES E. HUGHES,
one-time Governor of
New York, and Justice
of the Supreme Court
of the United States,
has not voted
at all since 1910

TWO VIEWS

[Meyer London, Socialist member of congress from New York, Remarks in congress September 5th.]

Mr. Speaker, the gentlemen from Pennsylvania, Mr. Moore, was evidently staggering under the blow which he inflicted upon himself when he voted against the eight-hour bill. Let us be serious about it. One of the greatest strikes in history confronted the country. The most powerful union in the world put forth certain demands. The president offered his services as mediator. When he failed he came to congress and asked congress to act. The truth is that the railway brotherhoods have been heretofore opposed to legislation in the matter of wages and hours. They are so conservative that even the conservative American Federation of Labor is too radical for them, and they do not belong to the American Federation of Labor. The enactment of what is now known as the eight-hour law is one of the greatest events in American political history. It came as a complete surprise to the railway men themselves. The brotherhoods became the plaything of economic forces which they do not understand. The great membership of this congress hardly appreciate the significance of that eight-hour bill. Although it is not an eight-hour bill, it is a most important act. It will probably give a new direction to the entire labor movement. The temporary feature of it is that a strike has been prevented and it is the height of folly to criticize the president for having prevented the strike. (Applause on the Democratic side.) It is the height of injustice and of narrow, unreasoning partisanship to attempt to make political capital out of this situation.

I am not holding a brief for the president or the Democratic party. I do not intend to do so. I intend to fight both political parties until the great masses of the working people will be intelligent enough to see that both old parties are worthless. But I want to be just. What has happened? You have not really legislated, you acted the part of a mediator. Mediation was offered to the railroad companies by the chief executive, the representative of the entire people. Instead of looking upon themselves as agents of a public utility and servants of the people, they took the ground that they were absolute owners of the railroad companies and they refused mediation. Having refused the president's mediation, they had to take the mediation of congress.

WHAT GERMANY WOULD HAVE DONE

The following interesting piece of information appeared in the Sacramento Union of yesterday, under telegraph date of New York, October 14th:

More and more difficulty piles upon Candidate Hughes. His first attempt to answer one of the ten questions of the thirty-six authors that have been staring him in the face for seventy-three days meets with the disapproval of the New York Tribune, one of his leading newspaper supporters.

Frank H. Simonds, chief editorial writer of the Tribune, whose analysis of the European war has made him internationally famous, declares in the Tribune's leading editorial today: "The Tribune disagrees with Mr. Hughes in the matter of the Lusitania, if by his Louisville utterance he meant to express the belief that had the German government known in advance that the sinking of the Lusitania would be followed merely by a severance of diplomatic relations it would have refrained from the crime."

In other words, the Tribune agrees with the thirty-six authors in their declaration, unanswered by Mr. Hughes for seventy-three days, that "It is arrant nonsense to talk about action that would have prevented the Lusitania tragedy; the only honest question is this: 'Would you have made the disaster the subject of diplomatic negotiations, or would you have broken relations with Germany at once?'"

Mr. Simonds says that the Lusitania massacre could have been averted only by letting Germany know that such a act of war "would have been followed by a conditions of war."

Continuing, the Tribune editorial says in part: "The German government cares nothing about formalities or technicalities; it cares nothing about friendly relations with the United States. The nation which invaded Belgium in defiance of all considerations of faith and honor and in the face of the probable certainty of British participation in the war as a consequence, would not withhold its hand in the case of American lives if the extreme peril to be run was an interruption of diplomatic relations and a cessation of communications mainly at the mercy of Allied censors."

"It is only a little while since the German chancellor said publicly that the German government changed its course in the submarine matter because the profit of the old policy was not comparable with its probable cost and this cost was war with the United States."

All that Mr. Hughes has said about what he would have done if president, he said at Louisville. He declared that between the appearance of the advertisement in the morning papers warning Americans off the Lusitania, and the hour of the boat's departure at noon: "I would

have made it known in terms unequivocal and unmistakable that we should not tolerate continuance of friendly relations through the ordinary diplomatic channels."

But the Tribune says: "Neither Mr. Hughes," its own candidate, "nor any other American should misunderstand the conditions under which Germany refrains from murdering Americans on the high seas. Germany will return to this policy the moment she is convinced there is a profit in it. If the sole danger it involves is the dismissal of Bernstorff and the recall of Gerard, Germany will begin without delay."

"She would begin the day Mr. Hughes entered the White House if she were satisfied that was the utmost that Mr. Hughes was prepared to advocate as an answer to German massacre."

In other words, Candidate Hughes, having said nothing, is respectfully urged by his supporters to try again.

JUDGE AND CANDIDATE

That was a pitiful and humiliating spectacle when Charles E. Hughes, former judge of the Supreme court and now candidate for the presidency, speaking to an audience in Philadelphia, the other evening, says the New York Times, stooped to explain a decision he had rendered while on the bench. Some representatives of "labor" have attempted to stir up opposition to Mr. Hughes because he joined in the decision of the court in the Danbury hatters' case. Self-respect and due regard for the dignity of the Supreme court of the United States require that Mr. Hughes should pass over in silence every attempt to call him to account for his judicial decisions. In Philadelphia he explained, argued, went to the very verge of apology in demonstrating to his audience that it was his duty to join in the decision.

The justice and propriety of his acts on the bench will not be called in question by responsible and reasonable men, and to challenges of that nature from any quarter he is not called upon to reply. The Philadelphia incident is not only another illustration of the deplorable precedent he set when he descended from the bench to accept a political nomination. Inevitably, the effect of it is to impair confidence in judicial decisions by arousing the suspicion that they may be influenced by political ambitions. A seat upon the bench of the Supreme court should be a finality in any man's career.

HIS CRITICISMS FALL TO THE GROUND

The Nation, published in New York City, and admittedly not an admirer of President Wilson, has the following to say regarding Candidate Hughes' criticism of the Federal Reserve act:

"All things considered, it is our judgment that Mr. Hughes' reported criticisms of the law fall to the ground. They amount to little more than an attempt to prove that neither President Wilson nor the congressional majority of 1913 deserves any credit for the law. We greatly doubt if Mr. Hughes would have employed the same reasoning, supposing political conditions in the preparation and enactment of the law to have been reversed. The salient facts of the matter, which all fair-minded critics must admit, are that a Republican congress, with the statute already drawn up by a Republican leader, refused during several successive years even to discuss it, and that a Democratic president with the help of Democratic congressmen, achieved its enactment under circumstances which had made that result apparently impossible. To the prestige attaching to this great achievement Mr. Wilson is indisputably entitled."

WHERE MR. MILLS WAS WRONG

Mr. Mills' statement the other evening at the Socialists' meeting that the southern farmers did not profit by the advance in price of cotton is hardly carried out by the statement of Governor Ferguson of Texas that the sale of cotton, sugar and hogs from the four prison farms of that state will not only pay all expenses but wipe out an indebtedness of \$231,000.

ADOPTING WRONG METHODS

Campaigning against the National Child Labor law as a humbug and fraud, and declarations that all the legislation enacted under the Wilson administration should be wiped off the statute books, scarcely are likely to gain votes for the Republican national ticket.

Republican Chairman Wilcox's conduct of the present campaign is distinguished for its evident lack of common, ordinary horse-sense. Sacramento Bee, supporting Hughes.

Headquarters for Tourists Large, Well-Lighted Sample
Autoists, and Commercial Men and Show Rooms

ARLINGTON HOTEL

WILLIAM MAXWELL Lessee

BREAKFAST, 6:30 to 9; LUNCHEON, 12 to 2; DINNER, 5 to 7

New Grill On European Plan

RACING

Reno, Nev.

September 19th
to October 17th

25 Racing Days

Six or More Running
Races Daily for More Than
\$40,000
in Stakes and Purses

300 High Class
Thoroughbreds Will Participate
in These Running Races

Ride Comfortably

Seven
FAST ELECTRIC TRAINS
To Bay Cities Daily

Splendid observation car service on trains leaving Sacramento at 9:00 a. m., 3:00 p. m. and 4:30 p. m.

THROUGH A WONDERFUL SCENIC COUNTRY

Round trip \$3.35 Saturdays and Sundays with return limit Monday.

WRITE FOR DESCRIPTIVE BOOKLET

Oakland, Antioch & Eastern Railway

Sacramento depot, 3d and 1 sts.

"THE EDGEWATER"

All open rooms, new riding, new furniture, hot and cold water and other modern conveniences.

Ocean Park, California (Near Venice)

MRS. C. FISHER, formerly assistant housekeeper at the Waldorf-Astoria, New York, Proprietor.

Rooms \$1.00 and Upward

Will F. Heffernan Co

MINING STOCK BROKERS

Members San Francisco Stock Exchange

Reno Nev. Phone 1322-J

Fire Insurance

James M. Leonard, Agent

Carson Valley Bank Bldg.
Phone 5-6-1

Carson, Nevada

Groceries

Table supplies that make the meal both enjoyable and wholesome.

Hardware

Quality that represents the best judgment in buying.

Coffees

Fogers, for quality, strength and flavor are not excelled.

A Well Selected Stock of Everything in the Grocery Line and Prices Right.

ART MEYERS

THE GROCER

Read This

For your Stomach's Sake

When you buy Groceries, buy the Best, the inferior article will increase your bill, consequently, dear at any price. Our stock is complete and fresh.

Doctor

We Treat you right on prices and service.

We Treat

you right on prices and service.

ED WALSH

The Nevada Boy

Styleplus Clothes \$17

Safety First!

On all sides you are urged to "Stop, look and listen." But you don't have to be on guard when you buy

Styleplus Clothes \$17

"The same price the nation over."

The makers have placed this suit in the wide open. The price is known to be the same from coast to coast. The quality is known and guaranteed. One deal to all. Let us show the superior fabrics, the superior tailoring and the superior style made possible by the STYLEPLUS plan of specializing on a suit of one price--\$17—never more, never less.

THE EMPORIUM

Virginia & Truckee Railway

General Offices, Carson City, Nevada

A. M. Ardery, General Manager.

E. B. Yerington, G. F. & P. A.

See Route No. 69, Candrian's Guide

MOTOR	LOCAL PASS.	No. 2	Mls	May 13, 1915	No. 1	LOCAL PASS.	MOTOR
p.m.	p.m.	a.m.	0	Leave	p.m.	a.m.	a.m.
3:00	1:00	8:35	0	RENO	7:30	11:07	9:53
3:25	1:35	9:00	11	Steamboat	7:51	10:40	9:28
3:30	1:55	9:16	17	Washoe	8:51	10:25	9:16
3:48	2:15	9:27	21	Franktown	8:50	10:11	9:06
4:10	2:59	9:50	31	Arrive—CARSON—Leave	8:15	9:25	8:40
	4:15	10:00	31	Leave—CARSON—Arrive	6:05	9:00	
	4:55	10:35	41	Mound House	5:40	8:20	
	5:47	11:07	50	Gold Hill	5:11	7:36	
	6:00	11:17	52	Arrive—VIRGINIA—Leave	5:00	7:25	
Motor	Motor	a.m.	0	Leave—CARSON—Arrive	12:01	5:45	*8:35
a.m.	a.m.	4:31	10:10	Stewart Indian School	11:48	5:34	8:24
7:15	4:55	10:38	15	Arrive—Minden—Leave	11:20	5:10	
7:26	p.m.	a.m.			a.m.	p.m.	
7:50							

Effective May 3, 1916.

*Saturdays only.

All trains run daily except as noted, connecting at Reno with Southern Pacific Co., at Mound House with Southern Pacific Co., and at Minden with stages for Carlin, Walleys Springs, Ordos, Markleville, Coleville and Topaz.